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Estonia was annexed to the USSR. Until then it had been a private enterprise called the Estonian Steamship Company. Thereafter, until the middle of 1945, the company was actually a part of the Baltic Steamship Company. Only from the middle of 1945 on did it operate as a pseudo-independent company. The company maintained freight and passenger transport lines between Estonian and Latvian ports and Leningrad. A large part of the activity was the transport of bituminous shale. On rare occasions some of the company's ships made trips to foreign countries. The company's whole fleet consisted of about 8 to 10 ships. The company's 1951 transport plan called for the transport of 800,000 to 1,000,000 tons of freight.

3. The administrative organization of the Estonian State Steamship Company Administration was similar to that of KaspFlot /See CS-X-26717. The T/O of its administrative personnel called for approximately 180 employees.
 - a. Under the first deputy, who was the company's Chief Engineer, were the following sections:
 - (1) Marine Engineering
 - (2) Designing
 - (3) Technical Supply
 - (4) Transport Motor Pool
 - (5) Construction
 - (6) Billeting
 - b. Under the second deputy, who was the Chief of Operations, were the following sections:
 - (1) Commercial
 - (2) Signal
 - (3) Maritime Inspectorate
 - c. Directly under the Company Director were the following sections:
 - (1) Personnel
 - (2) Mobilization
 - (3) Secret Document and Cipher
 - (4) Planning and Economic
 - (5) Labor and Wage
 - (6) Accounting
 - (7) Administrative
 - d. Under the Head of the Political Department were the following:
 - (1) Editorial Office of the newspaper Estoniski Moryak
 - (2) Printing Office
 - e. Attached to the company was a detachment of military guards (VOKhr) and Tallinn's Regional Office of TorgMorTrans.

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Latvian State Steamship Company

4. The administrative officers of the Latvian State Steamship Company were located in Riga. The director used to be (fnw) Saar, but he was arrested in 1950. [REDACTED] successor. The company had been created in the same way as the Estonian State Steamship Company. It maintained the same transport lines as its Estonian counterpart, although its annual transport plan normally called for the transport of only about 800,000 tons. 25X1X
5. The company's administrative organization was almost identical with that of the Estonian State Steamship Company. The Latvian company published a newspaper called Latviyskiy Moryak.
6. The fleet of Latvian State Steamship Company consisted of about 10 to 12 steamships. [REDACTED] ships: TURAYDA, ANRY BARBYUS, PROMETAY, YANIS RAYNIS, ARETUZA, BIRUTA, STEL NA, and VENTA. 25X1X

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